



# Sun

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Fair to-day and to-morrow.

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NEW YORK, WEDNESDAY, MAY 14, 1902.—Copyright, 1902, by The Sun Printing and Publishing Association.

## MINERS MAY VOTE NO STRIKE.

### INSTRUCTED DELEGATES HOLD BALANCE OF POWER.

Indications That the Conservative Element Will Win and That the Men Will Decide to Go Back to Work—Convention Meets at Hazleton Today.

HAZLETON, Pa., May 13.—A large number of Mine Workers' delegates arrived here this evening for the convention to-morrow. The sentiment for a strike does not seem so pronounced as it was last week. The attitude of the miners of the Lackawanna district, where it is now said a strike, got abroad here this afternoon and the result is that the conservative element, opposed to a strike, is hourly getting more supporters.

No peace offers have come from the operators. An argument against an indefinite suspension is that a strike at this time with the coal companies well prepared for a struggle would not be successful. There have been rumors to the effect that in case the miners decide to return to work the operators will have no work for them, having decided to force the issue and fight the matter out right now.

Delegates favorable to the strike seem to return to work without concession would be a confession of weakness. The peace advocates meet this argument with the statement that it would be far better to defer the strike now, even though it savored of surrender, than to court defeat and the breaking of the union.

President Mitchell with his private secretary, Miss Morris, arrived here this evening, accompanied by District President Nichols and a big representation of delegates from District No. 1. He was serenaded at his hotel by a drum corps and said to an immense crowd:

"The decision to strike or go back to work rests entirely with the anthracite mine workers themselves. Through their delegates I hope that the decision, whatever it will be, for the best. If they decide to continue the present temporary suspension, I will remain here the entire period of the strike. If they decide to return to work I will use my best efforts to make better conditions for the anthracite mine workers."

Mitchell refused to give out any prediction as to the probable action of to-morrow's convention.

SCRANTON, Pa., May 13.—Returns from the election of miners' delegates on Monday have been compared in the Lackawanna region against a strike. So far as heard from about one-half of the delegates elected have been instructed against a strike. One-quarter have not been instructed at all and the other quarter have been directed to declare for a strike, unless the operators grant concessions.

This region has been considered the hottest of the strike. It has been supposed that the miners in the Schuylkill and the Lehigh region would declare a strike, and that they would be organized by the strike advocates from District No. 1. The contrary is true in all districts. The sentiment is to return to work. The delegates will largely vote as their leaders wish them to do, but enough will line up against the strike idea to make matters safe.

President Mitchell, who arrived here this afternoon with his secretary and several members of the Executive Committee for Hazleton. Before going he said that he would probably deliver the address at Hazleton what to do, but he could not give out at this time what advice would be given. The prevailing belief is that Mitchell will oppose a strike.

The railroads with terminals here and those in the Wyoming region continue to lay off crews, and the accumulation of engines and cars in the different yards is causing a congestion.

WILKES-BARRE, Pa., May 13.—Figures based upon the instructions to delegates in the three United Mine Workers' districts show that those favoring a strike will have at most only a slight majority at the convention in Hazleton, and that the 20 per cent. of the whole number of delegates who are sent there uninstructed will have the power to turn the vote either way.

Much depended upon the leaders in their speeches and practically everything hinges upon President Mitchell's speech. It is understood here that he is against a strike. In all districts, however, the sentiment is to return to work. The delegates will largely vote as their leaders wish them to do, but enough will line up against the strike idea to make matters safe.

Reading, Pa., May 13.—The closing up of the two terminals of the new Erie Railroad of the Reading Railway Company to-day, together with other news received to-night from the Reading company's thirty-six collieries indicated that the action of the miners at the Hazleton convention to-morrow there will be very little if any to haul for some time. Well-informed men from the coal regions say that the looks as if the coal operators would not be in a hurry to blow the collieries whistles, and that there is a possibility that resumption would only apply for the collieries with miners who only worked as individuals.

Oakwood, May 13.—The coal strike has closed the Lackawanna train and shipments of coal to Canadian ports have been stopped. Wall Street representatives of important financial interests said yesterday afternoon that according to the latest information the situation showed decided improvement and that it looked now as if a strike would be averted. The miners, it was said, now realize that the operators stand ready to fight. The men fear a long strike and know that they are already receiving wages that are high, and that a losing strike would be likely to put an end to such wages.

This feeling that there will be no strike extended to the wholesale coal dealers, one of whom said there was no rush to order coal as would be the case if a coal famine was impending.

There was an informal talk yesterday between representatives of the principal coal-carrying companies. W. C. Truesdale, President of the Delaware, Lackawanna and Western Railroad Company, said later that the company was simply awaiting the result of the Hazleton convention.

Regarding a statement from the mining districts that if a general strike order was issued the operators would post notices at the mines declaring forfeited the 10 per cent. increase in wages which the miners had been receiving for more than a year, Mr. Truesdale said: "We have not considered such a thing, and I can say for myself that no such contingency has presented itself so far."

No indication of any change in the stock holdings of the Delaware and Hudson Railroad was shown in the annual meeting of shareholders held in this city yesterday. Charles A. Peabody, counsel in this city for William Waldorf Astor, replaces the late Alfred Van Santvoord in the Board of Directors.

The "Pioneer" Limited of the Chicago, Milwaukee & St. Paul Railway, which was sold yesterday, is being sold by the Chicago, Milwaukee & St. Paul Railway Company, 201 Broadway, N. Y. City.

## SPEEDWAY FOR AUTOMOBILES.

### MILLIONAIRES TO BUILD ONE AT COST OF \$500,000.

Private Road, Fifty Miles Long, to Run Through the Most Exclusive Part of Long Island—Railroads May Be Changed to Permit of Level Course.

A private road, fifty miles long, to cost \$500,000, is to be built and maintained exclusively for the use of automobiles and utilized as a speedway course.

A few of the millionaire members, four or six, of the Automobile Club of America will probably be the owners of the road. It will run from Long Island City almost due east on Long Island, passing through Hempstead near the grounds of the Meadow Brook Hunt Club. From this fact may be inferred who are the men who will finance the affair. Those who know positively the names of the men who have agreed to furnish the funds decline to divulge them. One of these, Sidney Dillon Ripley, one of the Meadow Brook set, when he was yesterday said that he had no doubt but what the road would become a reality within a short time. He hoped that it would, for he believed that such a course would be a great benefit to the country. The men who will buy the land and build the road, he said, that if they were generally known, and the course also known, the price of real estate along the route would go up.

For some time there has been desultory talk among the members of the Automobile Club about the desirability of having some road over which automobiles might run at pleasure and without regard to speed laws. In Brussels the motorists have such a course, and it was argued that America should not be behind the Germans. No one knew that the idea had taken definite shape until a member of the club, who had been out of the bag yesterday and said that four millionaires of the club had agreed together to bear the entire cost in case two others did not choose to do so. The road would be built on a level grade, it is believed, and the necessary land will be purchased, and the speedway course will be a private road, owned and controlled by a corporation. Certain rules and regulations will obtain in the use of it, but permission for races will be given when deemed proper by the owners. It is probable that the Automobile Club members will obtain the privilege of using it at any and all times through some arrangement on the part of the club to pay an annual fee to the State, also that later automobilists at large will be permitted to use it by making a toll road of it, but these details have not yet been decided.

What is known concerning the plans is that the projectors intend to make it as nearly as possible a straightaway course without single crossing or other obstructions. It is to be accomplished as yet uncertain. It is not desirable to have the speedway go under the highways and railroads, nor over them, because of the grade, which would entail. It is possible the highway and railroads will be bridged over the road, or such of them as interfere with its level grade. This, it is believed, money and influence can accomplish, because the residents, the drivers and the racing companies all want the road. The automobiles where they remove the danger of striking or being struck at grade crossings.

Going fifty miles out on Long Island, the road would reach past Babylon and to some point between that and Patchogue. The road would be a straightaway, and it is believed that the grade would be such that it would hardly be any further than that from Long Island City. Although the projectors are not yet decided upon the exact location, the land and the desired privileges have not yet been obtained, those who are being asked to express confidence that the road will be an accomplished fact before very long.

ARCHIE McEACHERN KILLED.

### Bicycle Champion Takes a Fatal Header in Practice at Atlantic City.

ATLANTIC CITY, N. J., May 13.—Archie McEachern, who won the last six days race at Madison Square Garden, was thrown from his wheel on a track on the new ocean-lap Coliseum track here to-day and injured so badly that he died five minutes after arriving at the city hospital. McEachern came here last Saturday night to practice and paces, Bobbie Thompson and Alfred Boake. He was in the best physical condition and was pleased with the new track. At 4 o'clock this afternoon he started for a fifteen-mile track race by Thompson and Boake on a motor cycle. They were leaving the sharp turn in the second lap for the second time, at a speed of 1 minute 25 seconds when the driving chain on the motor broke and dragged McEachern. He had been given to the wheel throughout the trial, struck the paving machine and was hurled a dozen feet in the air against some scaffolding. His collarbone was broken, his chest was crushed, his left lung torn. The only words he uttered were, "Oh, Bob!"

The man on the motor, unconscious of the accident, were speeding for the second turn, when they came upon the prostrate form and nearly ran over it. The scene was heart-rending. The crowd of hundreds of spectators screamed frantically. They climbed over the track and crowded around the fallen cyclist. The managers of the Coliseum hurried him to the hospital room and did everything they could to stave off death. McEachern was conscious. An ambulance with two surgeons and a physician soon arrived, but he was unable to become unconscious, passing away a few minutes after arriving at the hospital.

Thompson and Boake said that it was an unavoidable accident and one that can occur at any time and at any place. They declared that no blame rests on any one. While practicing the morning a small dog leaped in front of McEachern, throwing him off the wheel, and bruising his shoulders. A short time later a small boy attempted to cross the track and was run into by McEachern. The boy was slightly bruised and the bicycle smashed. Some friends assert that they remembered that it was the 13th they were to have let him practise, as he never mounted a wheel on that day. McEachern's relatives at Toronto have been notified.

Last Sunday, the day after arriving at Atlantic City, McEachern rode ten miles behind a motor cycle in 16 minutes and 29 seconds, although the time could not, of course, be allowed. The last mile was ridden in 1:22.5. The record for a four-mile track is 1 minute 24 seconds, and a six-mile track 1 minute 25 seconds. McEachern was engaged as a team mate for the season of World McEachern and the former, under the management of Arthur Irwin, the former baseball manager.

McEachern's greatest fame was probably as a six-day race winner. He was a native of Toronto, Canada, about 28 years old, a strapping fellow of about 5 feet 9 inches and about 170 pounds.

In 1899 he entered the six-day race, with Otto May as a partner, and the team finished second to Miller and Waller. In 1900 McEachern with Burns Pierce as a partner, was again second, Pierce losing to McFarland, who was the mate of Harry Kilmer, by three feet. Last December McEachern was partner to "Bobby" Waller and the pair won the race.

## MOUNT COLIMA THREATENS.

### Indications That the Mexican Volcano Is to Become Active.

GUADALAJARA, Mexico, May 13.—The reports received here to-day from points in the neighborhood of Mount Colima indicate that an eruption of that volcano may be expected at any moment.

There is an increase since yesterday in the volume of smoke which is pouring from the crater and slight tremblings of the earth are felt at intervals.

## NICARAGUAN VOLCANO SPOOTS.

### Old Momotombo, Not Far From the Lake, Wakes Up and Destroys Property.

NEW ORLEANS, La., May 13.—Passengers who arrived to-day on the steamer Breakwater from Nicaragua report volcanic disturbances and earthquakes in that republic apparently connected with the recent similar disturbances in Guatemala. The centre of the disturbances was the old volcano Momotombo, which lies near the northwest end of Lake Managua, a continuation of Lake Nicaragua, and not far from the capital Managua.

The volcano, which has never been entirely extinct, began smoking several weeks ago. Latterly it has been discharging showers of ashes accompanied by great quantities of smoke with a rumbling noise. This was followed by an earthquake that destroyed the docks at Momotombo, at the foot of the mountain, and the terminus of the railroad running from the lake to Cozmin on the Pacific.

## VESTRYMAN GAVE \$60,000 BRIBE.

### Dr. Rainsford Springs Another of His Startling Anecdotes.

A lot of the faculty and graduates of the Union Theological Seminary who attended the dinner of the alumni at the Hotel St. Denis the night before were talking yesterday of the speech made at the dinner by the Rev. Dr. W. S. Rainsford, rector of St. George's, on the "Pulpit and the Pew."

Dr. Rainsford was said to be out of town yesterday and for that reason the exact language of some rather strong statements that he made in his extemporaneous remarks was not to be obtained.

Dr. Rainsford in a general way said that a large part of the time of the "pew" was taken up by the church in criticism of "the pulpit" instead of giving aid to the latter. He said in substance on this point:

"A decided mistake is made by many people when they think that politicians and a lot of men who do evil things occasionally are not in the pews, and that a first step in municipal reform is to get them into the pews. A great many of them are in the pews already. So far as supporting the church with money goes they are all right. But many of them are who do not entirely guide their lives by Christian ideas or the standards of morality."

"Not long ago the rector of a certain church—not mine—found out that a vestryman who was connected with a very large and important corporation had in that connection given a bribe of \$60,000 to obtain a certain privilege. That man was a man who had done a good deal for that church. The minister, however, as soon as he heard of the bribe, went to him and threatened if he did not take back the money immediately to reveal the whole matter from the pulpit. What did the man do then? He left the church. There is a large share of the bribing that is done to-day that is done by men who sit in the pews, and these are the men who are helping perpetuate the municipal conditions we have been complaining of."

Dr. Rainsford said that while criticisms of the pulpit were sometimes justified it was decidedly true that there was a general necessity for "toning up the people in the pews."

## CHARLES M. SCHWAB'S CHARITY.

### He Buys Richmond Beach, Staten Island, but Isn't Divulging His Plans Yet.

Charles M. Schwab has bought Richmond Beach near the southern end of Staten Island, adjacent to Huguenot on the Staten Island Railroad, with the intention of establishing a charity, the scope of which he is not yet ready to make public. The announcement of the purchase came from the Richmond Beach and Railway Company with the statement that a public road would no longer be used as a highway.

Mr. Schwab is in the West. Oliver Wren, his secretary, described the property yesterday as a beautiful wooded tract of about 200 acres, with a small stream. It includes a fresh water lake several acres in extent, a steamboat landing, a bathing pavilion large enough to accommodate several hundred people, a small hotel, a prominent sugar refinery in this city. "I can say," said Mr. Wren, "that it will be a sort of personally conducted charity with a broad scope and that no time will be lost in getting it under way."

## DEACON ADMIRER HER.

### Mrs. Bedell, 101, Still Has Gifts the Commendator Gave Her as a Young Girl.

Mrs. Julia Bedell celebrated her 101st birthday yesterday at the residence of her daughter, Mrs. Walter Ashkin, 23 East Third-street, Bayonne. Mrs. Bedell's maiden name was Hudson and she was born on Linden street, New York. She became the ward of Benjamin Strong, a prominent sugar refiner in this city. While living with his family she became a favorite of Commodore Deatur and he presented to her with numerous trinkets which she still possesses.

## SHAKE-UP OF CAPTAINS.

### Maybe Today's the Day for Shifting the Devery Men.

According to some police captains last night, Police Commissioner Partridge is expected to make a big shake-up in the department to-day, transferring among others several captains. Commissioner Partridge said that he thought that when he got the captains' eligible list and could make some transfers, it was said then that he intended to let the captain who had not broken off their affiliations with Devery and the System.

## \$250,000 FOR ZOOLOGICAL PARK.

The Aldermen yesterday adopted a resolution appropriating \$250,000 for the improvement of the New York Zoological Park.

The 100 P. M. Air Line Limited, 5-hour Boston train, will be transferred to the Shore Line route, beginning 19th inst. and will be run as the "Knickerbocker Limited," with Parlor cars only.

\$24.50 to Portland, Oregon, and Netara via Pennsylvania Railroad. Tickets good for sixty days, on sale May 26 to June 7, inclusive.

Office Furniture of Assured Value. Complete assortment and immediate delivery makes popular the store of Chas. L. Matthews, 275 Canal St.—Adt.

## ROBBING THE DEAD.

### Thieves Follow the Burial Parties Into St. Pierre.

SCENES IN THE RUINED CITY.

### One Father Finds the Body of His Daughter.

Danish Cruiser Joins in the Work of Rescuing Survivors in Other Parts of Martinique—Access Now Easier to the Ruined City, but the Work of Cremating the Thousands of Corpses Goes On Slowly—American Naval Tug Potomac Arrives at Fort de France.

Special Cable Despatches to THE SUN. From THE SUN Correspondent at Fort de France. FORT DE FRANCE, Martinique, May 13.—The incineration and burying of the dead at St. Pierre is still going on, but under great difficulties. The only men engaged in it are French soldiers. A small squad of them is at work.

The entire atmosphere of the place is so saturated with the stench that the burial parties are made ill by it. The men can only work for a short time at a stretch. In spite of the horrors of the place thieves are penetrating it, robbing the dead and digging in the ruins for treasure.

Over Mont Pelée there still hangs a great cloud of smoke. The eruption continues with diminished force.

## ROBBING THE DEAD.

LONDON, May 14.—A news agency despatch from Fort de France says that Mont Pelée is still in eruption. Further disasters are feared.

Another despatch from Fort de France says that persons returning from St. Pierre report that looting of the dead in that place has begun.

It is stated that the authorities are paying little attention to the cremation or burial of the bodies of the victims.

The tug Potomac, which was despatched from Porto Rico by the United States Navy Department, cruised along the coast yesterday afternoon. She encountered a dense cloud of black smoke and was obliged to go five miles out of her course to avoid it.

## POTOMAC CATCHES LOOTERS.

While on her way to Fort de France the Potomac picked up a small open boat in which were five negroes and a white man. They had taken their pockets stuffed with gold and jewels, which they had stolen at St. Pierre. Lieut. McCormack, the commander of the Potomac, placed the men under arrest and subsequently turned them over to the commander of the French cruiser Suchet.

## BURIAL PARTY SMALL.

The only persons employed in burying the dead at St. Pierre are a small detachment of French soldiers.

A despatch to the Daily Mail from Fort de France, dated May 12, and cabled by way of Pinheiro and Pernambuco, describes the correspondent's eighty-mile journey from Guadeloupe to Martinique, where he arrived Sunday morning. Mont Pelée was shrouded in a dull violet-colored haze, which extended a mile above the mountain. This haze had assumed the shape of a giant mushroom, and its outer edges, where it caught the sun, showed a beautiful amber tint. Three miles from the land the ocean was strewn with wreckage. Many corpses were seen floating, on which sea birds and sharks were preying.

## THE SURVIVORS AT PRECHER.

The correspondent's boat reached the village of Precher, a few miles north of St. Pierre, and it was found that the place had been partly destroyed by fire. The few remaining inhabitants on the shore begged to be taken off. They were told that help was on the way to them, and the boat proceeded.

When off St. Pierre it was seen that all that remained of the city were long rows of ruined walls, plastered with volcanic mud. A nauseating odor came off from the shore.

The boat landed the mail steamer Solent, which was in the roadstead, and the latter directed the correspondent how to land. In many places tens and scores of victims were seen in a single mass. Here and there fires were still burning.

## THE RESCUER.

A despatch to the Express from St. Thomas says that the Danish cruiser Valkyrien rescued 569 survivors on the northeast coast of Martinique. The French cruiser Suchet rescued 2,000, and the cable ship Puyouy Quartier a large number. All were conveyed to Fort de France.

Only one life is known to have been saved in St. Pierre, that of a prisoner in jail. The French bank transferred all its funds and books to the cruiser Suchet before the catastrophe.

## SOME NOT KILLED OUTRIGHT.

A despatch from Fort de France states a servant named Laurent, who was employed by a family in St. Pierre, was among the survivors who were taken to the hospital at Fort de France. The physicians did everything in their power to save the life of the woman, but she was horribly burned and their efforts were in vain.

Despite her injuries she was conscious and told what little she knew of the disaster. She said that she was going about her duties as usual last Thursday morning when suddenly she heard a terrific explosion. She was so badly frightened that she fainted, and while in this condition she was terribly burned. She remained unconscious for a long time, but ultimately recovered her senses.

She then saw two members of the family in which she was employed who were still alive, but frightfully burned. They died before assistance could reach them.

The woman stated that she had no further knowledge of the catastrophe, and shortly after telling her story she died.

## ACCESS TO THE TOWN NOW EASIER.

An undated despatch from Fort de France says that access to St. Pierre has been easier since day before yesterday. No signs of fire are now visible.

At the mouillage everything appears scattered as by a tornado. The iron gates of the Custom House are standing. The iron beds that were used in the hospital are twisted by the great heat, but do not bear any other signs of fire. The bedclothes and other textiles have completely disappeared.

Two thousand corpses were found on the streets, most of the bodies lying face downward. The centre of the town and the fort are buried under several yards of cinders.

In the neighborhood of the creek several houses were found intact, but their inmates were dead, their bodies looking as though they had been struck by lightning.

## ANOTHER ERUPTION?

To-day there was another violent eruption of Mont Pelée. The German cruiser Falke arrived this morning.

## IDENTIFYING THE DEAD.

Another despatch from Fort de France says the body of the daughter of the Italian Consul at Barbados has been found. She was visiting in St. Pierre. Her father went there with the first searchers of the ruins. Her worth \$200,000 have been recovered from the ruins and brought to Fort de France.

The searchers at St. Pierre have discovered some actions of the fire that swept over the city. The body of one woman burned to a crisp, but a silk handkerchief over her mouth was not injured in the least. Other bodies were completely burned but the shoes were unscathed.

## DEATH LIST GROWS.

### 1,600 Victims Now Reported at St. Vincent.

LA SOUFRIERE IS STILL ACTIVE.

### Rain of Fire Has Not Ceased on the British Island.

Eruption Will Probably Go On Until Mont Pelée, Martinique, Has Become Quiet—British Government Authorities Express Great Anxiety About the Fate of the Colonists—No News to Allay the Fears of Even Greater Destruction and Loss of Life Than Are Now Known.

Special Cable Despatches to THE SUN. From THE SUN Correspondent at St. Lucia. CAIRNTHES, St. Lucia, May 13.—Advices have just reached here from St. Vincent placing the loss of life in that island by the eruption of La Soufriere at 1,600.

St. THOMAS, D. W. I., May 13.—The latest advices that have reached here from the island of St. Vincent only add to the horrors of the situation there. It was thought when the news of the disaster first became known that, though the material loss would be heavy, the death list would not be very large; but it is now known that up to the present time the fatalities number 700, and grave fears are entertained that the list is not yet complete.

La Soufriere continues to emit fire and cinders, and it is thought that the eruption will not cease until Mont Pelée, in Martinique, becomes quiescent.

LONDON, May 13.—There is considerable anxiety here as to the condition of affairs on the British island of St. Vincent. The latest news, which was received about thirty-six hours ago, was to the effect that La Soufriere was still in eruption. Since then no definite news has been received in official quarters. The latest information was that the northern part of the island was cut off from the southern end by enormous streams of lava and that boats' crews were unable to land.

The Pall Mall Gazette says nothing has occurred to allay the grave fears as to the conditions on the British island of St. Vincent.

## DANISH CRUISER SAVES 500.

### Picks Up Refugees From Northern Part of the Island—Fort de France Crowded.

Special Cable Despatches to THE SUN. From THE SUN Correspondent at St. Thomas. ST. THOMAS, D. W. I., May 13.—The Danish cruiser Valkyrien has rescued 500 refugees from points along the coast in the north and northeastern parts of the island of Martinique.

The French gunboat Suchet, whose officers and crew have been working heroically since the disaster overtook St. Pierre, has rescued 2,000 persons. Everybody aboard the little warship is nearly exhausted, but the vessel hardly arrives at Fort de France with survivors before all hands are eager to again set out on their work of mercy.

## LIVING IN TENTS AT FORT DE FRANCE.

The French cable steamer Puyouy Quartier has also assisted in the work of rescue and has taken all the survivors that she picked up to Fort de France, where the other vessels have also landed all those they rescued.

All the house accommodation at Fort de France was taken up days ago. Large numbers of the survivors are occupying tents furnished by the Government, but the crowds of refugees are so large that many are compelled to shift for themselves as best they can.

## STORY THAT ONE MAN ESCAPED.

There is a story that the only person in St. Pierre who escaped with his life was a prisoner who was confined in the jail there. No details of his escape are given.

The stench from the bodies in the ruins of the town is intolerable. The scene of desolation in St. Pierre and for miles around is beyond the power of words to describe.

A report has reached here that the French Bank at St. Pierre transferred its funds and books to the Suchet before the catastrophe, but it is believed that this statement is based upon the fact that the vaults of the bank were found to be intact and the securities and cash were removed by the Suchet to Fort de France.

## REFUGEES REACH DOMINICA.

### Tell of Great Suffering in Escaping From Martinique.

Special Cable Despatches to THE SUN. From THE SUN Correspondent at St. Thomas. ST. THOMAS, May 13.—Advices from Dominica under date of yesterday are to the effect that nothing exceptional had occurred since the last reports from that island. The atmosphere is reassuring.

Refugees from Martinique continue to arrive, repeating the pitiable tales of hardships and sufferings told by previous arrivals.

The American navy tug Potomac reported upon her arrival that she had seen many empty canoes driving before the wind and current toward Point-A-Pitre. A sloop arrived at Dominica this morning from Trinidad, a place thirty miles from Fort de France, bringing some refugees families.

No further reports from Martinique or St. Vincent have been received at St. Thomas.

ROSEAU, Dominica, May 13.—A United States gunboat arrived here to-day from Porto Rico en route for Fort de France.

## ARRIVAL OF THE POTOMAC.

### The Naval Tug Reaches Fort de France, Martinique.

WASHINGTON, May 13.—In a despatch to the Navy Department received this morning Lieut. Benjamin B. McCormack, commanding the naval tug Potomac, reports his arrival at Fort de France, Martinique, ten miles from the annihilated city of St. Pierre.